

passenger rail infrastructure, and I strongly support the provision that permits funds to be used for crossing safety improvements because we all know these investments benefit not only safety, but also our regional and national economies.

In 2014, we invested \$220 million in the Railway-Highway Crossings Program at the Federal level; yet, under title 49, only 10 States are required by Federal law to have action plans prioritizing rail-highway safety improvements.

It is critically important for Congress to ensure that Federal dollars for passenger rail infrastructure improvements are used wisely. We must also ensure that Federal funds are prioritized to address safety improvements at the most dangerous crossings first.

My amendment would get at the heart of this issue by requiring every State to have a specific plan in place that will ensure both the wise use of tax dollars and address rail-highway grade crossing safety in a systematic way.

I ask my colleagues to vote for my commonsense amendment.

Mr. Chair, I reserve the balance of my time.

Mr. SHUSTER. Mr. Chairman, I claim time in opposition, although I do not oppose the amendment.

The Acting CHAIR. Without objection, the gentleman from Pennsylvania is recognized for 5 minutes.

There was no objection.

Mr. SHUSTER. Mr. Chairman, I thank the gentlewoman from California for offering this amendment.

While grade crossing incidents have dropped 40 percent since 2000, the tragic events in Ms. BROWNLEY's district last week remind us how important it is to be aware of grade crossings.

This amendment requiring States to develop and implement plans to improve safety at grade crossings within their borders, I think, adds strength to the bill. I would also note there are similar grade crossing reporting requirements in the Federal highway program, and we should work with the Senate during conference to reauthorize the surface transportation programs, ensuring that there is consistency among the requirements at those grade crossings.

Mr. Chairman, I yield back the balance of my time.

Ms. BROWNLEY of California. I thank the chairman for your extraordinary work on this bill—and a bipartisan bill as well—and I thank you for accepting the amendment.

Rail-highway crossing safety problems are not unique to my district. Sadly, my colleagues have also experienced recent tragedies. On Monday, a Long Island Rail Road train struck a car stopped on the tracks in East Rockaway. In February, a Metro-North train struck a sport utility vehicle, tragically killing the driver and five train passengers in Valhalla.

I strongly believe that Congress, along with State and local governments, must address this safety issue as a matter of urgency, and I urge my colleagues to support my amendment.

Mr. Chair, I yield back the balance of my time.

Mr. POSEY. I thank the gentlelady for yielding. I would like to speak in support of her amendment.

The Acting CHAIR. Does the gentlewoman ask unanimous consent to reclaim her time?

Ms. BROWNLEY of California. Yes.

The Acting CHAIR. Without objection, the gentlewoman is recognized.

There was no objection.

The Acting CHAIR. Does the gentlewoman yield?

Ms. BROWNLEY of California. Yes, I yield.

The Acting CHAIR. The gentleman from Florida is recognized.

Mr. POSEY. Mr. Chairman, I thank the gentlelady for yielding.

I would like to support this amendment and urge my colleagues to do so.

They are putting in a high-speed rail in my State now, running over 100 miles through my district, something that will go 120-plus miles an hour through the middle of small towns and communities which are ill-prepared and ill-equipped to safely facilitate that high rate of traffic.

I wish I had thought ahead to bring some illustrations, photographs, or diagrams of some of the intersections that this train will go blazing through without much thought to the pedestrians, the vehicles, the men, women, and children in the community that will be put in danger by it.

I think this is a great amendment. If you are going to use Federal money—I see that the gentlelady said it is for projects that use Federal money, not an unfunded mandate—but if you are going to use the Federal money, you are going to use these RIF loans, some of which appear to be in the process of being granted in direct conflict of the requirements of granting the RIF loans, the very least we could do is insist that the money is used safely in our districts.

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The very least we could do is insist that the money is used safely in our districts.

So I thank the gentlelady for yielding, and I urge my colleagues to support this great amendment.

Ms. BROWNLEY of California. Mr. Chair, I yield back the balance of my time.

The Acting CHAIR. The question is on the amendment offered by the gentlewoman from California (Ms. BROWNLEY).

The amendment was agreed to.

The Acting CHAIR. The Committee will rise informally.

The Speaker pro tempore (Mr. MCCLINTOCK) assumed the chair.

MESSAGE FROM THE SENATE

A message from the Senate by Ms. Curtis, one of its clerks, announced

that the Senate has passed a joint resolution of the following title in which the concurrence of the House is requested:

S.J. Res. 8. Joint resolution providing for congressional disapproval under chapter 8 of title 5, United States Code, of the rule submitted by the National Labor Relations Board relating to representation case procedures.

The SPEAKER pro tempore. The Committee will resume its sitting.

PASSENGER RAIL REFORM AND INVESTMENT ACT OF 2015

The Committee resumed its sitting.

AMENDMENT NO. 5 OFFERED BY MR. PERLMUTTER

The Acting CHAIR (Mr. HULTGREN). It is now in order to consider amendment No. 5 printed in House Report 114-36.

Mr. PERLMUTTER. Mr. Chairman, I have an amendment at the desk.

The Acting CHAIR. The Clerk will designate the amendment.

The text of the amendment is as follows:

At the end of the bill, add the following new section:

SEC. 503. QUIET ZONE REPORT.

Not later than 120 days after the date of enactment of this Act, the Comptroller General shall transmit to Congress a report evaluating the rule issued by the Federal Railroad Administration on the use of locomotive horn at rail crossings. Such report shall—

(1) evaluate the effectiveness of the rule in reducing accidents and fatalities at rail crossings;

(2) evaluate the effectiveness of the rule in establishing quiet zones;

(3) identify any barriers to the establishment of quiet zones; and

(4) estimate the costs associated with their establishment.

The Acting CHAIR. Pursuant to House Resolution 134, the gentleman from Colorado (Mr. PERLMUTTER) and a Member opposed each will control 5 minutes.

The Chair recognizes the gentleman from Colorado.

Mr. PERLMUTTER. Mr. Chairman, my amendment to H.R. 749 requires the Government Accountability Office, the GAO, to conduct a study and submit a report to Congress evaluating the effectiveness of the Federal Railroad Administration's 2005 rule on the use of locomotive horns at rail crossings. We were just talking about rail crossings.

After 10 years of being in effect, I believe it is fair we ask the FRA to update and modernize the train horn regulation, allowing flexibility for new technologies and innovations that may become available.

The basic premise behind the rule has not changed: to promote public safety by requiring train operators to sound horns at certain decibel levels while passing through railway crossings to alert motorists and pedestrians.

While the rule currently allows municipalities to apply for "quiet zone" status, I am concerned the current requirements for obtaining a quiet zone